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RAILROADS MUST PREPARE FOR WINTER

WINTER STOCKPILING LAGS -- Gudok, No 113, 21 Sep 49

Stockpiling of coal, ore, and fluxes, freight which comprises almost one third of all the freight turnover on the USER railroad network, is behind schedule in places.

Many systems, divisions, and stations are exceeding the September plan for hauling coal. During 18 days of September, the Moscow-Donbass and Moscow-Kursk systems have dispatched 75,420 tons of coal above their assignments. All the coal in the stockpile of the Moscow area mines has already been shipped. In the Kurnetek Basin, however, shipping of coal from storage piles is progressing slowly. The Turnk System is not even able to ship that coal which is now being mined. During 18 days of September deliveries have been 50 trainloads short of the assignment, and yet the supply of empty cars is adequate. So far in September, on the North Donets System daily deliveries of coal have been more than 5,000 tons below the assignment. This has been due largely to irregular deliveries of empty cars.

In regard to one, the heads of some enterprises are not taking measures to obtain the necessary stockpiles. The over-all plan for one leading is being exceeded, but the rate of shipments of one must be increased considerably to create sufficient winter stocks. In July and August shipments were short of the requirements, and to meet the demand it is necessary to ship not less than 260 carloads every day above the assignment. This is all the more necessary because some metallurgical plants of the South, such as the Plant imeni Petrovskiy, have not yet created winter stockpiles. The present supply of empty cars is insufficial.

On the Fouth Denets System, deficiencies in delivering fluxes have reached 40 carloads per day. During the first 19 days of September the Karakubskiy Ore Administration fell more than 400 carloads behind the delivery schedule.

It is necessary also to improve shipments of freight such as metal wastes, casting sund, and refractory materials. Stockpiles of fuel supplies must be created in all electric power plants.

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The quantity of empty freight cars, despite increased activity on the railroad network during the fall months, has decreased in September. The number of loaded cars on the railroad systems has increased considerably.

SHIPMENTS FOR WINTER STOCKPILES -- Gudok, No 116, 28 Sep 49

The Sverdlovsk Railroad System has established strict control over loading and sripping of cre, coal, fluxes, and refractory materials to Ural enterprises. The station of Smychka is shipping ore from the Vysokogorsk mines, as well as fluxes and coke. The station of Blagodat' is shipping iron ore from the Goroblagodatsk mines to the Novyy Tagil Metallurgical Plant, the Metallurgical Plant imeni Gerov, the Nizhnyaya Salda Metallurgical Plant, and others. The station of Bulamash has sent 357 cars of coal above plan to industrial enterprises during September. The stations of Krasnyy Zheleznik, Polunochnoye, and Bilimbay are shipping raw materials and fuel. The Sverdlovsk System has introduced shipping local freight on an hourly basis. This has improved loading of winter stocks, especially on the Nadezhdinsk, Sverdlovsk, and Nizhniy Tagil divisions.

Nikitowka station on the North Donets System is shipping coking coal to the Dmeprodzerzhinsk Plant. This station has also loaded coal from mine No 4-5 of the "Gorlovskugol'" Trust to be shipped to Yenakiyevo and Makeyevka enterprises. Bezhanovki station on the Krasnyy Liman division has sent coal to plants in Dmepropetrovsk, the city of Zhdonov, and Rutchenkovo.

The South Donets System has pledged to supply industrial enterprises of the Donets Basin and of the Dnepr region with the necessary winter supplies of coal, fluxes, refractory materials, and construction materials. The September plan for shipping coke, fluxes, and lefractory materials has been exceeded considerably. The station of Makeytyka is first among the coal-loading stations, having shipped 11,792 tons of coal above plan. In the stations of Yasinovataya, Khanzhenkovo, Stalino, and in Rutchenkovo and Yasikiyeva coke is being loaded above the September plan. The stations of Yelenovka and Kuteynikovo have shipped hundreds of cars of fluxes above plan to metallurgical plants in Stalino Oblast.

The Tayga division of the Tomsk System has shipped above plan 1,290 cars of coal from the Kuznetsk Basin to industrial enterprises. The station of Kandalets is one of the largest coal-loading stations on the Tomsk System.

The station of Gubakha on the Perm' System is shipping coal and coke to enterprises in Molotov Oblast.

The stations of Shemanikha, Bystrukha, and Mineyevka of the Gor'kiy System have begun shipments of forest products in trains made up in stages. The station of Sukhobezvodnove has completed the quarter riam for shipping firewood to hoscor and Gor'kiy.

WINTER PREPARATIONS MCGLECTED -- Sovetskaya Sibir', Eo 163, 19 Aug 49

In June, the Tomsk Railroad System exceeded the 1950 transport rate by 14 percent. In making preparations for winter operations, the system has pledged to create a reserve in loading and unleading. In July, however, it did not meet the plan for such major items as easl, ore, timber, and grain. The chief blame for this failure belongs to the directors of the traffic and freight services which have not taken measures to improve the coordination between clients and railroad workers.

The necessary regularity in operations has not yet been achieved. Throughout the system, not more than 20-25 percent of the loading is done during the first half of the 24-hour period, with a subsequent lag in meeting schedules.

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Empty cars are assembled and formed into trains at an extremely slow rate, with the result that several junctions and sections accumulate a large number of cars above the norm, while loading sections do not have sufficient empty cars.

The drive to accelerate car turnaround time is proceeding extremely unsatiafactorily. In 6 months, the system fulfilled only 82 percent of the assignment for turnaround time. Delays occur mainly at industrial and distributing stations. The Usyaty and Tayga stations are particularly at fault in this respect. Layover of cars in transit at the Novosibirak Passenger Station (head, Touri) exceeds the norm 150 percent and 200 percent in freight operations. In July, the station set a record in the number of train layovers.

Winter preparations were begun late throughout the system. Capital repair and construction of service buildings, housing, schools and hospitals must now be speeded. Construction of roofs for the car and locomotive depots in Novosibirsk and Belotneys are behind schedule. "Dorstroy" (railroad construction), which is doing the work, has complained of a lack of manpower, but at the same time is not using advanced construction methods and equipment. Repair of depot and station tracks is going slowly, as is preparation of snow removal equipment. Construction of permanent snow fences has not yet been started. Rolling stock is in a serious condition. Procurement of spare parts, lubricants and other materials is behind schedule. Only two of the 14 automatic control points have been put in good order.

The system still plans to complete the 1949 loading and unloading plans ahead of schedule and to haul 50,000 tone of coal above plan for 1949.

Gudok, No 113, 21 Sap 49

The northern sections of the Turkestan-Siberian Reilroad System are lagging with preparations for winter. On the Zharma subsection, only 38 percent of the year plan for preventive works has been completed. The head of the subsection explains the poor condition of the track by a lack of materials and labor. At the same time, little running repair of the track is being done. The subsection is doing little to prepare for enow. According to the plan, 1.5 kilometers of permanent snow fences should be built and 11 kilometers should be repaired, but nothing is being done. Lack of lumber is given as a reason for this delay, but an inspection revealed several cubic maters of lumber in a shop yard. The plan for making new temporary snow fences has not been completed, although the necessary planks for these have been found, as well as lumber for the permanent

The situation is no better on the Matay subsection. Many rilometers of track have not been anchored against creeping, and the rods and spikes have become loose. The head of the subsection has neglected running repair in favor of capital and medium repair. The subsection is lagging with the preparation of snow fences, having made only 50 out of the 1,300 called for by the plan.

HUMP YARDS PRELARE FOR WINTER -- Gudok, Ho 115, 25 Sep 49

The eastern mechanized hump of the Yasinovataya station has been prepared for winter. Car retarders of a new design have been installed and capital repair of compressors and centrally controlled switches has been completed. Workers of the eastern hump were aided in these operations by workers of the western hump.

Gudok, No 112, 18 Sep 49

Preparation for winter of the machanized hump yard in the Irkutak Station was begun in May. Fuildings have been repaired, the compressor and air system building has been reconditioned, switches have been put in order, and supplies of sand and brake blocks have been laid in.

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Formerly, the car retarders in the station lecked sufficent power to brake cars coming off the hump. At present, half the retarders have been replaced by the more powerful M-40 retarders, and the rest have been repaired and partially modernized. Replacement of each pair of retarders took not more than 30 hours, during which there was no curtailment of the hump's operations.

To prevent condensation and freezing of water in the air lines, three ampulementary water separators have been installed in the lowest places in the air system.

The kump year fo the Irruter Station handles more than 75 percent of all the freight-car flow going in both directions on the Transsiberian Railroad.

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